

WELWYN HATFIELD BOROUGH COUNCIL
CABINET HOUSING AND PLANNING PANEL – 14 JULY 2016
REPORT OF THE DIRECTOR (FINANCE AND OPERATIONS)

ROWANS, SLOANSWAY AND SURROUNDING ROADS – RESTRICTION OF
WAITING PROPOSALS

1 Executive Summary

- 1.1 Residents from two areas in Welwyn Garden City were consulted about proposals to prevent drivers from parking too close to junctions, traffic congestion near schools and possible locations for constructing new parking spaces in the verge and nearby green areas.
- 1.2 This report sets out the results of the informal consultation, the formal consultation and the recommended course of action. The residents at 694 addresses were consulted; three formal objections have been received.

2 Recommendation(s)

- 2.1 That the Panel consider the objections received and recommends to the Cabinet to proceed with the creation of the Traffic Regulation Order (TRO) named in item 3.4 for the reasons outlined in items 3.6 and 3.7.

3 Explanation

- 3.1 The first round of informal consultation letters were sent out in February and March 2015. Residents in the following areas were asked if they wanted yellow lines on the junctions and permit parking. They were also given a chance to raise other problems or make requests in the comments section;

- a) Rowans and surrounding roads

Sent	427
Received	91
Permits-Yes	11
Permits-No	67
Yellow lines-Yes	48
Yellow lines-No	37

- b) Sloansway and surrounding roads

Sent	267
Received	47
Permits-Yes	8
Permits-No	35
Yellow lines-Yes	13
Yellow lines-No	29

Based on the responses to our questions and the content of the comments section, a parking restriction scheme was designed. Many residents requested parking bays to be built on the grass verges and for double yellow lines to be marked at the junctions.

- 3.2 The second round of informal consultation letters were sent out in June and July 2015. These letters contained a design for a parking restriction scheme. The majority of residents voted in favour of the scheme. The locations where residents had proposed parking bays were also included in the plan. The suitability of each location would be investigated over the course of the following months.

a) Rowans and surrounding roads

Sent	427
Received	133
Double yellow lines- Yes	125
Double yellow lines - No	13
Single yellow lines - Yes	109
Single yellow lines - No	22
Lay-bys - Yes	107
Lay-bys- No	22

b) Sloansway and surrounding roads

Sent	267
Received	68
Double yellow lines - Yes	52
Double yellow lines - No	10
Lay-by - Yes	58
Lay-by- No	5

It should be noted that after investigation, only some of the bays requested in the first consultation were actually constructed. Other locations were turned down by Herts County Council on the grounds of road safety and by Parking Services on the grounds that they would not increase the number of available parking spaces or the local environment was not suitable being, too close to a junction, contained established trees, underground utilities apparatus, too steep an incline.

- 3.3 Residents in each consultation area were sent a notification letter in May and June stating our intention to create new parking restrictions. The letter also explained that no further parking spaces would be built. The final design can be seen in Appendix A.
- 3.4 On the 8th June 2016 the public notice proposing “**The Borough of Welwyn Hatfield (Various Roads, Welwyn Garden City) (Restriction of Waiting) Order 2016**” was advertised in the Welwyn Hatfield Times. Notices were also erected in the affected roads. The closing date for formal objections was 1st July 2016. See Appendix A.
- 3.5 There are three formal objections to the proposed traffic regulation order, see Appendix B. Below is a summary of grounds for their objections.

Objector 1 lives in Crookhams and is objecting to the proposed single yellow line at this location.

- a) The resident has a hardstand but also parks 2 cars on the road.
- b) Does not want to have to move cars every morning and afternoon.
- c) Would like a permit to park on the yellow line or an extension to their driveway or financial compensation as yellow lines may affect the value of property.
- d) The proposed yellow lines should be in another location closer to the school.
- e) That we should create a one-way road system as it would reduce the congestion.
- f) That we should build a car park at the nearby lagoon.
- g) That we should stop all cars from accessing the school.

Objector 2 lives in Lumbards and is objecting to the proposed single yellow line at this location.

- a) It will cause parking displacement into other roads. It will cause parking displacement to the other side of the road or further into Lumbards on both sides of the road.
- b) It will cause problems for the bus.

Objector 3 lives in Runsley and is objecting to double yellow lines along each side of the junctions of Maple Grove and Runsley.

- a) Runsley is a quiet residential road with no through traffic.
- b) The Council did not consult the residents properly.
- c) Residents and their visitors only turn right into Runsley from Maple Grove. They do not turn left into Runsley from Maple Grove.
- d) The junction is very wide and when cars park there they do not obstruct visibility.
- e) This is an unnecessary and costly measure that will cause other parking issues in Runsley and Maple Grove.
- f) Other residents requested this restrictions not residents living on the corner. The restriction will cause disharmony among the residents.
- g) The Council has not offered hardstands to the residents or allocated parking close to home.

3.6 The reasons for moving forward with the proposals are as follows

Crookhams

- a) A Parking Services officer carried out a mid-week parking study before the consultation started. At that time it was determined that at both night and daytime there are other places within reasonable walking distance of this

property where residents can park. Following receipt of the objection a second parking study was carried out, which confirmed the result of the first study.

- b) The parking restrictions will only operate Monday to Friday 8:15am to 9:15am and 2:45pm to 3:45pm on school days. The yellow line may be inconvenient for parents using the school for a short period of time, but will ease congestion. Residents will have access to parking almost of the time.
- c) Providing parking permits to park on the yellow line would be contrary to the intention of the parking restrictions. The resident already has a hardstand. The Council does not provide material or financial compensation for the introduction of new parking restrictions.
- d) and g) There is already a School Keep Clear marking at the school. It is not our intention to prevent parents parking next to the school. Closer to the school there are a number of houses for the elderly and several disabled bays marked on the road. The purpose of the single yellow line is to ease traffic congestion and create a passing point at the chosen location.
- e) and f) The creation of a one-way system is the remit of the County Council. Building a car park is beyond the scope of the Parking Improvements scheme.

Lumbards

- a) Parking Services will monitor the effects of displacement as noted in item 6.2.
- b) Parking Services consulted with the Passenger Transport Unit regarding the placement of the double yellow and single yellow lines in Lumbards. They raised no objections to the proposals

Runsley

- a) c) and f) The nature of traffic using the road is not being disputed however, it was residents that first suggested the need for junction protection.
- b) and d) The Council asked the residents where they had parking issues in the first consultation. In the second consultation we outlined the proposal. The objector and neighbours replied to the second informal consultation. The objector opted against junction protection during the second consultation and has made it known that they park on the junction. However parking within 10 metres of a junction is considered to be dangerous, therefore Parking Services is recommending double yellow lines at this junction.
- e) and f) The cost of including this length of yellow line in the proposed scheme and future patrols is minimal. Herts County Council will not build driveways for hardstands, if properties are located within 15 metres of a junction. At this time the Council does not provide allocated parking spaces for any residents.

3.7 The primary objectives for this scheme are to reduce obstructions at junctions and ease the flow of school traffic. Parking Services are therefore recommending the scheme to proceed and be implemented as advertised.

4 Legal Implication(s)

TROs are created under the Road Traffic Regulation Act 1984. Consultations follow a statutory legal process as set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. No other legal implications are inherent in relation in to the proposals in this report.

5 Financial Implication(s)

- 5.1 The cost of TRO works recommended in this report will be funded through existing Parking Services revenue budgets.

6 Risk Management Implications

- 6.1 Changing the parking conditions in the above mentioned roads could generate negative publicity. Some overnight parking may be displaced into nearby roads.
- 6.2 It is standard procedure to monitor new parking restrictions for the first 6 months after they are implemented. During this period all reports of safety issues or parking displacement will be recorded. Any significant issues discovered during the monitoring period will be dealt with as part of the review process.

7 Security & Terrorism Implications

- 7.1 There are no security & terrorism implications inherent in relation to the proposals in this report.

8 Procurement Implications

- 8.1 There are no procurement implications inherent in relation to the proposals in this report.

9 Climate Change Implication(s)

- 9.1 There are no climate change implications inherent in relation to the proposals in this report.

10 Link to Corporate Priorities

- 10.1 The subject of this report is linked to the Council's Corporate Priority Protect and Enhance the Environment, and specifically to the achievement to Deliver Effective Parking Services
- Protect and enhance the environment and deliver effective parking services;
 - Engage with our communities and provide value for money

11 Equality and Diversity

- 11.1 I confirm that an Equality Impact Assessment (EIA) has been carried out. No significant differential impacts were found.
- 11.2 A number of elderly and disabled residents live in this area. From the results of the consultation it appears that none will be adversely affected by the new restrictions. If needed disabled drivers with a valid blue badge can park on yellow lines for up to three hours.

11.3 However during the monitoring period (6.2) should any unintended impacts come to light, Parking Services will investigate and carryout the appropriate remedial actions.

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Date	1 st July 2016

Background papers to be listed (if applicable)